

Photograph showing the Closed Anganwadi centre at Sangs

Chapter 10 Transportation

As of March 2005, the Department was having a fleet of 21 trucks, of which only 12 trucks were on road to transport foodgrains. To augment the transportation facilities, the Department procured three new trucks (₹25.54 lakh) during 2006-08. However, another seven trucks were declared off road during 2005-10. Thus, as of March 2011, there were only eight trucks which were engaged for transportation of foodgrains.

Scrutiny of manpower position revealed that against 24 trucks, the Department engaged 25 drivers and 31 Handyman for transportation of foodgrains under Annapurna scheme from Dimapur to different districts/PDCs. As discussed, there were only 15 trucks which were on road, and therefore the services of only 15 drivers and 15 handyman could be utilised for transportation of foodgrains. The services of 10 drivers and 16 handymen were not utilised for the period from April 2005 to September 2010 though regular pay and allowances were paid to them amounting to ₹208.56 lakh⁴⁷.

On this being pointed out in audit, two drivers and two handymen were sent on deputation (October 2010) to other Departments and a notification had been issued for attachment of the remaining idle staff to other departments on deputation. Final outcome was awaited in audit.

10.1 Carriage capacity and utilisation

According to the order issued by the Hon'ble Supreme Court of India (November 2005), to avoid any untoward incident during transit a truck should not exceed the carriage capacity of 9 MT. Further, the National Highway Division III notified and limited the carriage capacity to 8 MT only due to existence of weak bridge between Mokokchung and Tuensang as shown in the photograph below. It was however, seen from the delivery challan certified by the District Administration and ADS, Tuensang that nine trucks transported 10 to 14 MT of foodgrains per trip which was in excess of the limit of eight tons fixed by the National Highway Authority.

nother three months until they attain the cut off weight and age duly certified by Doctors available with CHC/PHC/Hospital.

⁴⁷ Driver @ ₹14000 per month for 66 months and handymen @ ₹11000 per month for 66 months

Weak bridge having capacity of 8MT- Mokokchung -Tuensang road (48 Km from Mokokchung) Photograph dated 30.9.2010



This indicated that there was violation of Hon'ble Supreme Court and the National Highway Authority's orders. This may also cause untoward incidents during transit of foodgrains.

The Department in reply stated (December 2011) that with the activation of FCI godown in Tuensang, the Department obtains delivery of foodgrains from Tuensang itself.

10.2 Hill Transport Subsidy

The cost of transportation of foodgrains in hilly and remote localities in the State was reimbursed by GOI through the FCI as Hill Transport Subsidy (HTS). Out of the total HTS liability of ₹10.16 crore pertaining to the period from 1988 to 1997, FCI cleared ₹2.47 crores in October 2003 leaving ₹7.69 crore unsettled as of March 2011.

Though the Department preferred the claim for reimbursement of ₹4.23 crore (APL- ₹3.88 crore and AAY ₹0.35 crore) for HTS from 1997 to 2003, the claim remained unsettled as the Department could not furnish the clarification sought (December 2005) by the Area Manager, FCI. It was decided to settle the claim by August 2007 by removing the deficiencies in the joint meeting arranged by the State with FCI authorities (July 2007). It may further be stated that the HTS claim for the period after 2003 had not been forwarded to FCI for reimbursement.

The Department in reply (December 2011) stated that the matter had been taken up with the FCI.

Conclusion

Though the on road fleet of truck was less, the Department continued to engage excess drivers and handymen.

The claim of the Department for transportation of foodgrains in excess of the limit of eight tons fixed by the Hon'ble Supreme Court of India and National Highways Authority was factually incorrect.

Recommendation

Government should augment the fleet and the manpower should be judiciously engaged.